Information Sharing on the Surface

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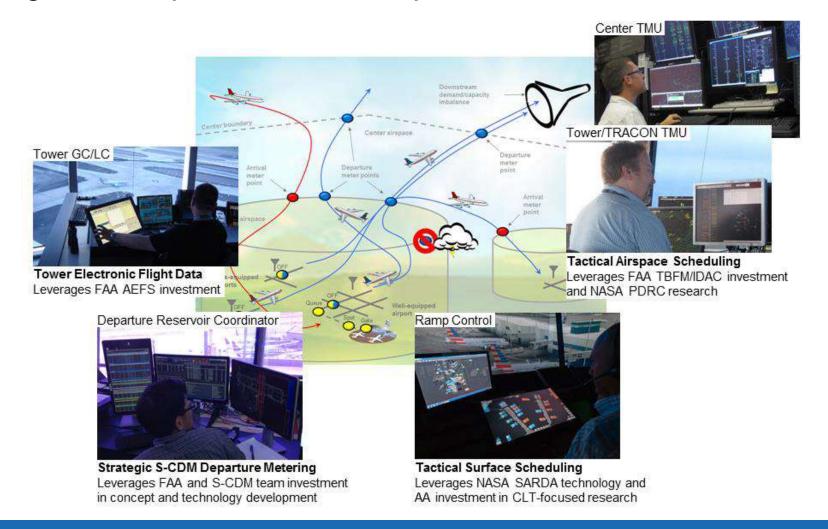# Fun Fact: Who's Who??

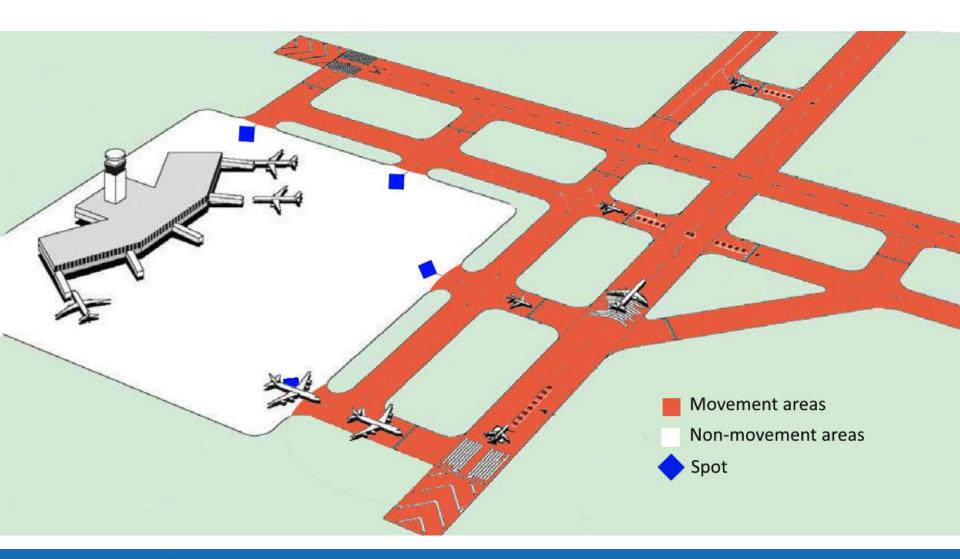# Surface Data Sharing
High-level Operational Concept

Airport Surface Responsibilities

Legend:
- Movement areas
- Non-movement areas
- Spot

NextGen Priorities –
Surface Operations / Data Sharing

Objectives

- **Increase data sharing between FAA & Industry**
- **Improve predictability of surface movement**
- **Increase surface efficiency**
- **Reduce taxi times, fuel burn, and environmental impact**

New Data to be Exchanged

- **Identified new data types in collaboration with users and operators**
- **Data contributed both by airspace users and FAA**
- **Provides more accurate and up to date information on surface movement times and events**

New Data Elements to be Exchanged

- Initial Off-Block Time

- Earliest Off-Block Time

- Actual Off-Block Time

- Actual Takeoff Time

- Actual Landing Time

- Actual In-Block Time

- Target Movement Area Entry Time

- Aircraft Tail/Registration Number

- Flight Cancellation

- Flight Intent (to leave gate early)

- Gate Assignment

Airport Players and Incentives

FAA
- Safety
- Capacity and Efficiency

Airport Authority
- Owned and operated by State or Municipality
- Economic driver to community
- Expansion is expensive; terminals and gates are valuable assets
- Groundside Revenue (~2/3) vs. Airside Revenue (~ 1/3)

Airlines and Flight Operators
- Economic performance requires higher airframe utilization
- On-time performance reporting changes behavior

Public
- Don't spend money when they are sitting in a departure queue
- Who they blame depends on where delays occur